

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

25X1

S-E-C-R-E-T

COUNTRY	USSR (Black Sea)	REPORT	
SUBJECT	Port of Tuapse	DATE DISTR.	14 November 1955
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT	
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED	This is UNEVALUATED Information		
SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.			

25X1

25X1

25X1

25X1

1. [] ship arrived at Tuapse in ballast [] With the pilot aboard, the ship entered the inner harbor and berthed at the petroleum pier. Since the ship was to load refined products (diesel oil), the loading officer insisted on complete cleanliness of the tanks. This process was quickly begun, but the loaders were not satisfied, even after several inspections. On 26 February, while the crew was busy cleaning, the ship was ordered out of the port. It lay hove-to, because of the adverse sea conditions, until 28 February. Then it anchored in the outer harbor until 7 March, and did not proceed to its berth until the next day. Loading, [] was completed [] The captain [] insisted on beginning loading operations much earlier, but the meticulous inspections made by the loaders postponed the loading from day to day. [] the loaders were acting in obedience to orders from Moscow concerning the distribution plan of exports, rather than attempting to meet high technical standards. Every afternoon at 1700 hours, the loading officer, Vasilii Viktor Konstantin, telephoned Moscow, until finally he was granted permission to begin loading. Cargo was put aboard slowly, over a period of eight days []
2. The health inspection and the inspection by the customs and police authorities were conducted in the usual manner.
3. During the waiting period in the outer harbor, a coast guard motor patrol vessel kept [] ship under surveillance, during the hours of darkness, from close aboard. During the daylight hours also, the ship was probably under constant watch. One afternoon the chief engineer [] caught a large ray and hoisted it aboard. This maneuver was quite complicated because of the size of the fish. The engineer had hardly brought the fish aboard when a motor patrol boat brought a police officer alongside. The officer was rather excited, but he regained his composure when he realized the true nature of the situation.

25X1

25X1

25X1

25X1

25X1

25X1

25X1

25X1

S-E-C-R-E-T

25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

25X1

-2-

4.

25X1

[redacted] In regard to the port chart, the western breakwater was connected with the southern breakwater, so [redacted] there was only one approach to the shore. The curved eastern breakwater was equipped with bitts, as far as the end of the curved pier which was its continuation. The curved breakwater was used for tier berthing of merchant ships waiting to transfer cargo. Harbor craft and a few small naval vessels also berthed here. The curved pier was served by railroad tracks which connected with the main railroad line. On the pier there were four cranes; each had a retractable (sic) jib. The pier was used by passenger liners on a tri-weekly schedule and by dry-cargo ships. Three Soviet ships of 4,000-5,000 tons each were observed unloading ore from Bulgaria. The railroad cars moved out to the sea end of the pier; they were loaded by the loading devices on the pier.

5. There was a small sawmill between the shore end of the curved pier and the shore end of the petroleum pier.

6. The petroleum pier was constructed of reinforced concrete piling. The piling was fastened lengthwise by two large reinforced concrete beams, on which rested the concrete slabs forming the surface of the pier. The concrete beams were protected by large wooden bumpers. The pier carried pipes, each of which had a diameter of not less than ten inches. The pipes connected the pier with the refinery and storage tanks. At each of the pier's four berths there were between seven and ten outlets handling various types of liquid fuel. The four berths could handle four large tankers. The berths were occupied by [redacted] several Soviet tankers. Various other Soviet steamships bunkered here.

25X1

7. Work continued 24 hours a day at the small repair yard northwest of the petroleum pier. On the slip there were some fishing vessels, a tugboat, and other local craft. There were no naval units on the slip.
8. Ship maneuvering in the port was done without the help of tugs and under the sole guidance of the harbor pilots, who were men of rare professional ability.

9. Immediately north of the shore end of the petroleum pier, a four-story structure, probably an office building, was under construction.

10. [redacted] the shipyard situated east of the pier facing the harbor entrance.

25X1

11. Upon the arrival of [redacted] ship, several naval units were in port. These vessels remained at Tuapse [redacted] except for short periods of absence. There were four submarines. One was about 500 tons and had a gun forward of the conning tower, double periscope, and stays forward and aft. The other three submarines each displaced about 1,000 tons. [redacted] the waterline length of each submarine was not less than 60-70 meters. The rivet work indicated that the vessels were of recent construction. They were very streamlined, with a truncated cone conning tower faired aft. They had no deck armament. Other details of these units were not observed. All four submarines were continually entering and leaving the harbor. Sometimes they were absent up to 48 hours. Upon returning they anchored in the western part of the harbor, off the pier located opposite the harbor entrance.

25X1

25X1

25X1

12. The other naval vessels in the port were light surface craft. There were three ARTILLERIST-Class subchasers, and five vessels [redacted] The latter carried no torpedo tubes. These eight vessels often left and reentered the harbor. Upon their return to port, they moored in the same area of the port as did the submarines, stern to the curved breakwater.

25X1

25X1

S-E-C-R-E-T

25X1

S-E-C-R-E-T

25X1

-3-

13. Searchlight units, situated about ten kilometers apart, were observed along the coast north of Cape Kodosh (N 44-06, E 39-02) and south of Tuapse harbor. [redacted] there were fortifications on Cape Kodosh.

25X1

14. Except for scheduled airliners, there was practically no air traffic. The railroad traffic along the coast south of the Tuapse River was considerable.

15. No military vehicles were seen in town, except for a few trucks in poor repair. Many soldiers and sailors were in town. Their appearance was neat and their uniforms were well made.

16. For several days artillery firing was heard from the area east of Tuapse. [redacted] the firing was being done by field artillery and not by coastal or naval guns.

25X1

17. [redacted] the petroleum loading company representative, Vasilii Viktor Konstantin, whom everybody called Konstantin, probably was a naval officer. He had gentlemanly manners and showed professional training and knowledge of technical matters.

25X1

[redacted] The
maritime agency was represented by a certain Dmitriy [redacted]

25X1

25X1

25X1

S-E-C-R-E-T

25X1